

# LEARNING TABLE #4: METRO TRANSIT - NOTES

Minneapolis Public Works plans to reconstruct the intersection of 38th & Chicago (George Perry Floyd Square) and will begin this effort by engaging with the community. Engagement throughout the project is intended to help redesign the area in a way that reflects community needs.

## Learning Table #4: Metro Transit



Learning Table: Metro Transit  
November 28, 2022



Upcoming Learning Table:  
January 30, 2023 ; 6pm; Sabathani Community Center

NEOO Partners and Public Policy Project hosted the 4th of a series of monthly Learning Tables for the 38th & Chicago, Re-Envisioned project. Created by Public Policy Project, The Learning Table provides the “learning water”; a place to ask critical questions and develop the “learning glue”; a place to develop relationships, create partnership, share ideas, and make commitments, to explore for incorporation in the 38th & Chicago Re-Envisioned Project. At the Learning Table, we Learn Together; Create a Shared Approach; Coordinate Efforts; and Ensure Community Benefit.

**The fourth learning table topic focused on Metro Transit, was chosen to share information on the current bus routes that travel near and around 38th and Chicago.** Attendees of the fourth learning table were given a presentation by Sophia Ginnis and Cody Olson of Metro Transit. Following the presentation attendees were given question prompts to explore at their tables in small groups. The notes below provide the raw transcription of the public response to the prompts.

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## What We Heard

The 45 attendees of the third Learning Table were presented with questions to discuss and answer in small groups.

### QUESTION 1: How long have you lived in the area? How have your transportation options changed in the last few years?

- 2- 25 years
- Changes for the worse:
  - further walk, easier to walk vs ride, fewer stops, low mobility concerns, Spotty (low staffing) service
- Grew up here walking
  - Inconvenienced by having to walk further to transit, we should talk about the 14 bus more, the events have brought change-some of these routes have never served us (due for change), we need to serve youth, micro transit deserves to be in south
  - Make buses more culturally competent
- 6 blocks, 49 years (2); 7 blocks, 49 years, 8 blocks, 49 years; 6 blocks, 67 years
- 8 years, previously would primarily bike and occasionally use #5 bus; 10 years, biggest change has been addition of nice rides; 35 years' more options (scooters and nice rides) bikes and scooters on sidewalks has raised concerns, 10 years, increase frequency of the #5 and it's re-route plus scooters; 18 months, never taken #5 bus (used other routes); 70 years, more direct routes prior to 1990's/freeway
- 4-26 years



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## QUESTION 2 : How does safety influence how you think about transportation choices?

- Range from no safety concerns about transit, unsure who's riding and how they'll show up: mood/mental health, Safety concerns regarding bus itself; roads are dangerous (re-design streets), always have to have head on swivel
- Very important, AGAPE - boots on ground instead of police, student transportation liaison, unpredictable buses, incentives, programs for juniors and seniors to become drivers, need police alternatives
- It doesn't factor if taking the bus, where/neighborhoods the route goes through, safety doesn't factor, keep hearing about "fear" and feel it's new, depends on definition of safety - brining routes 5 and 23 back might be "safe" for riders but would lead to less "safety" for community at 38th and Chicago
- Lighting on streets, more buses= fewer cars=good, bus drivers enhance safety for bikers and pedestrians

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**Question 3: As George Floyd Square is reconstructed, how would you like to see transit as part of the reconstructed intersection? Why or why not?**

- Range: Remember Why/how we got here, No traffic or like a “mall”, pedestrians and bike only- no motors
- Many micro transit - folks are left out, we have tourists, names on the ground on the buses, I love the idea of buses-no cars, which routes go through roundabout
- Like what Jay said, transit access and mobility needs of community are really important, cars get in the way and negatively impact safety in space, bus routes “should be back”, fist in center of intersection is safety hazard, to just throw something in there is a disservice
- Prefer bus traffic over cars, potentially metered one way buses - or one shared lane (Nicollet Mall), some thought towards pedestrian only
- Chicago and 38th should include both the D Line (5) and the 23 line because they’re central to transportation in the area (Important connections: 23 - artery, LRT and uptown, Vets home, 26 other routes)

**QUESTION 4: How do you think transit users and visitors will want to use the bus to access George Floyd Square ?**

- Get close: would like to see the intentional development of healing space first
- If bus service was easy/intentional then more visitors could visit/attend, possibility of intersection as a hub which could not disrupt use of space (building below pedestrian space potentially), Would be helpful for the space to be a destination easily
- Route D; 23; 5 in place



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**QUESTION 5: If transit were to return to the intersection, what might be some community concerns?**

- Businesses need deliveries and customers, preserving community within GFS (accidents)
- Preserve the name, don't forget the space, people on the bus, respecting the space, the space as an educational, not political
- Respect for community (can feel like part of a ride at amusement park if bus goes through the community space), pedestrian safety (concerns of how people (local and visitors) do use the space rather than how they should, pre-existing inconsistencies and lack of service, could the intersection become a hub that routes travel to and out of rather than through? Like splitting the routes in half?, accessibility/mobility concerns, confusion for riders (poor informing on re-route), "temporary" messaging, inconvenience
- If bus allowed now/soon then what stops it from changing to allow cars at some point, infringing on memorial, disrespectful, potential loss of community space

**QUESTION 6: If transit were not to return to the intersection, what might be some community concerns?**

- Lack of convenience
- Elderly and youth having to walk, helps with tourism, people need transportation, many don't have cars, more ways to give access to transit apps and transit info, budget for bus liaisons, revenue going down for local businesses and transit, transit needs to be well lit to make it more pedestrian friendly, walking is healthy - let folks know health benefits, bus brings community together - renews "what is the new normal", I want tourists to arrive by transit, pick a place to sign up for a tour
- Access - especially for those with limited mobility



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## ADDITIONAL COMMENTS



- Primary focus/concern is for justice vs minutia
- Like the transit - only idea, makes it more sacred to limit it to single- occupancy vehicles
  - Wish we had that micro transit pilot on the South side, know we have neighbors (especially seniors and elders, those with disabilities)
  - Acknowledge the history and significance of this community, and the bus line
  - Streets do not feel safe for people now, the design of our streets prioritize cars, lots of unsafe driving
  - More people on the streets, in the space, makes it feel safer
  - Find some creative solutions - Metro Mobility
  - Can we somehow give the D Line a dedicated lane?
  - Avoid omitting transit against the preservation of GFS, and vice versa
  - We should be sure that GFS is as transit - accessible as possible, knowing now many visitors
  - Can we somehow get rid of Cup Foods? The root of a lot of activity/exploitation of the community, When will they apologize or try to make right? Do something reparative
  - Fitting the busses in and through the space
  - If you eliminate the traffic, you wouldn't need the cement barricades
  - Past, present and future place - preserve that history and heritage, tell the story
  - Community has grown and power has been built around GFS- reflect that
  - We love the 23 and the 5, miss having those connections across the city
  - Avoid running a bus (or any vehicle) over the place where George Perry Floyd was killed
  - The space can be transit-accessible without running the bus over/through the square
  - Let's talk about justice, not bus stops
- Most important issue (about the intersection):
  - Unappealing, ugly, dangerous, unkempt, church only keeping the area clean, clothes, garbage, Hap hazard parking, Lawless, Anarchy
- What Can be done:
  - Bring transit back, need signage, need to move obstacles so cleaning can be done, increased lighting, enforce traffic laws

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## ADDITIONAL COMMENTS cont.

- Residents want:
  - Safety, lighting, transportation, grocery store - affordable, gas station, thriving businesses, parking, bikes, walking, buses, consistent trash collection, Removal of unused vehicles
  - Cities reconstruction: liveable community, make 38th and Chicago a destination, community resource area (seniors, children, families, teens), teaching space,
- Biggest Concern:
  - No change, ownership of current buildings, residents will leave, gangs, speeding
- Fix:
  - Address problems, take responsibility for the area, help secure housing, jobs alternative to current situation, no increase in bike lanes
- What can city do?:
  - Public meetings - when will this end?, licensing to ensure compliance, stop slum lords, budget for parks, after school programs, job programs, no increase bike lanes
- Proposal for question #2: propose including definition of “safety” or encouraging the reader of the question to define it themselves
- Many of these questions cannot be handled efficiently so transit can proceed, not until final decision is made on George Floyd Square
- Does BRT adequately serve the whole community, even those with disabilities?

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